

## Nation Faces Coal Famine, Operators Say

**Priority Shipment Orders  
for Fuel the Only  
Salvation**

**Railroads Must  
Furnish More Cars**

**Entire Country Will Suffer  
Unless Relief Is Had  
at Once**

(Staff Correspondence)  
WASHINGTON, Dec. 11.—The National Coal Association, representing coal operators, in a statement made public to-night, predicted a nation-wide fuel famine unless immediate steps are taken to supply cars with which to move the mine output.

Not only must the mines have cars, the association stated, but fuel must have priority over other shipments. The priority order issued by Judge Lovett last week, which gives priority to fuel, food and war supplies, the association states, is important to relieve the threatened fuel famine. The statement reads in part:

"Two weeks ago the National Coal Association publicly stated that the country faced a fuel famine which could be averted only by the railroads furnishing adequate car supplies to the mines. Since then conditions have improved little, if at all.

**Must Have Priority**  
"The railroads have shown an admirable spirit in pooling their transportation facilities, but the vital necessity to the operation of coal mines has not been met. And until it is met, the production of coal cannot be increased sufficiently to relieve the present fuel famine.

"It has now become apparent that unless there is an immediate increase in the number of cars placed by the railroads at the bituminous coal mines in the country, and improvement in the movement of those cars, the situation which at present exists in Ohio soon will extend to the entire country. This would involve general hardship and suffering upon all classes of consumers everywhere throughout the nation, from the individual who uses bituminous coal to heat his home to the great manufacturing and public utility plants.

"There is not a sufficient stock of coal on hand at any place to insure the continuation of the operation of the nation's plants, upon which the government is dependent, or the street railways, the gas, light, heat, power, water and other plants which must have bituminous coal if they continue to operate.

"Print paper mills also will close down, in some instances within a few days, unless there is immediate relief. Sewage disposal plants, these mills for supply are confronted by the probability, under a continuance of the present conditions, of having to suspend operation.

"The face of this critical situation, the bituminous coal producers of the country have been and are now unable to run their mines to capacity because of the insufficient supply of railroad cars.

**3,000,000 Tons Lost in a Week**  
"Reports of the United States Geological Survey covering the month of November show that production of bituminous coal was curtailed at least 10,000,000 tons through the inability of the railroads to provide adequate transportation facilities. During the week ending November 24 these reports show bituminous coal mines produced only 743 per cent of the amount they were able to produce. The government report shows that coal shortage was responsible for the loss in production during this one week of more than 3,000,000 tons.

"The recent order issued by the priority committee, which is a step in the right direction, does not afford by any means the cooperation which the bituminous coal operators must have if the serious consequences of the fuel famine facing the country are to be averted.

"The situation resolves itself into this: Bituminous coal operators can and will produce millions of tons more coal if a way can be found to furnish transportation facilities to enable the mines to operate fully instead of 75 per cent capacity. We have pointed out what we believe to be the way to enable us to do this.

"If the orders are issued supplying the mines with sufficient cars there is little likelihood that the present critical situation will be greatly relieved.

**Coal Prices Up 10 Cents a Ton  
At Mines in Tennessee**  
WASHINGTON, Dec. 11.—An increase of ten cents a ton in coal prices at the mines in Middle Tennessee was announced to-day by the fuel administration. This gives the central field the same price as the eastern district. The raise applies to the companies of Bledsoe, Grundy and White. The new prices are: Run of mine, \$2.40; prepared sized, \$2.65; black, \$2.15.

The opening of a new coal mining tract in the Matanuska field, Alaska, was announced to-day by Secretary Lane. A branch of the government railroad has been pushed to a point nearby, and the government is ready to receive applications for its lease for operation.

Continuance of these operations, the Interior Department believes, will demonstrate the possibility of supplying fuel from this field for the navy and for the Pacific Coast. By next summer the railroad will be ready to haul tonnage to Seward.

**Alcohol in Beer Reduced**

**President Limits It to 2 3/4  
Per Cent After Jan. 1**

WASHINGTON, Dec. 11.—President Wilson to-night issued a proclamation reducing the alcoholic content of beer brewed after January 1, 1918, to 2 3/4 per cent by weight and prohibiting the use in the manufacture of malt liquors of more than 70 per cent of the average amount of foods, fruits, and other materials and feeds used in such manufacture during the one-year period ending on that date.

As the alcoholic content measured by weight there will be 3 per cent of alcohol in beer, figured by volume.

## Garfield Acts To End Ohio Coal Famine

**Authorizes Seizure of Many  
Cars of Fuel for  
State's Relief**

WASHINGTON, Dec. 11.—Following an urgent appeal by Governor Cox of Ohio over the long distance telephone to President Wilson, instructions went forth from the fuel administration to-night to the Federal Fuel Administrator for Ohio to divert all possible coal supplies to meet the serious shortage in that state. Homer H. Johnson, the Ohio administrator, was instructed to divert the 500 loaded cars available at lake ports and the 700 or 800 more at Nelsonville, Ohio, for the state's relief.

Governor Cox appealed to the White House this afternoon, after telegraphic requests to Dr. Henry A. Garfield, Federal Fuel Administrator, both yesterday and to-day had failed to meet with any response. The Governor informed the President that the people of Ohio were suffering from the most serious coal shortage in the history of the state, with zero weather prevailing.

Late to-night, Dr. Garfield replied to Governor Cox's requests with the following message:

"Your telegram of yesterday was signed J. M. Cox. Answer was immediately sent to Columbus and substance wired to State Administrator Johnson. Have just wired Johnson on receipt of yours of to-day, telling him to exercise such powers as are necessary to relieve situation, and quoting following telegram to Baird:

"Governor Cox telegraphed to me this morning, asking me to inform you, care Mr. Thompson, of places where coal is needed and amounts. Please use every effort to meet the need immediately. Am informing Johnson of 500 or more cars of coal at lake ports for shipment via lake which cannot now be sent that way. Also 700 or 800 loaded cars at Nelsonville, Ohio, and large number at Conway yards."

"The coal wave, fuel administration officials said to-night, has brought no reports of general disaster because of a lack of coal from any state other than Ohio.

The Ohio Fuel Administration received orders late to-day that all lake shipment coal in transit from West Virginia and Southern Ohio coal fields to Toledo via the Hocking Valley and Toledo & Ohio Central railroads be diverted to Cleveland for local use. The fuel administration, however, pointed out that this action would not go far toward relieving the serious situation.

"Thousands of Ohio homes have been without a particle of coal this winter during the last few days of below zero weather reports from over the state indicate untold suffering and several deaths.

Cleveland was the coldest place in Ohio to-day, the minimum temperature there being 12 degrees below zero.

**Miss Varney Sent  
Note of Sympathy**

**She Offered Aid the Day Before Her Arrest for Murder of Keyes's Wife**

DEDHAM, Mass., Dec. 11.—A letter written by Harriet A. Varney to George H. Keyes the day before her arrest on a charge of murdering his wife, Pauline A. Keyes, was read to the jury to-day at Miss Varney's trial. The letter, in which, according to the prosecution's opening statement, the jury was expected to find "damaging evidence of her guilt," expressed Miss Varney's sympathy for Keyes and offered any help he might wish.

It told of giving up the hospital position she took on June 19, the day of the murder, for fear a mutual acquaintance would be told of her movements.

The letter, addressed to "Dear George," said:

"Is there anything I can do? You can have anything and everything I have. I have not forgotten how kind you were when I lost my dear mother and what you were to me when I was a child. I care and women to keep courage, never to give way to unavailing sorrow nor to yield to the crushing incubus of despair, but to find the hope that is at the bottom of everything. I will run on some day to see you. I didn't like my new position. I didn't dare stay, because I was afraid Mr. W. would read the papers and 'phone the office, so I came back yesterday, and, according to what I saw in 'The Post,' I will draw all my money if you can use it.

"With much sympathy and love."

Besides the letter which was sent by Miss Varney to a Boston lawyer with a request that he mail it to Keyes, District Attorney Katzman read in court a stenographer's transcript of an interview the District Attorney had with the defendant on the night of her arrest. During this long series of questions and answers Miss Varney told the jury that she had been in the room between the arrival in Boston of the train on which she rode from North Grafton and her luncheon with Keyes at a restaurant in Boston, soon after 11:30. Miss Varney said, according to the stenographer's record, that she read a newspaper in the Back Bay station. Mrs. Keyes's body was discovered at 1:20 next afternoon, and, according to medical testimony, she had been dead about two hours.

The stenographic report also gave many statements by Miss Varney concerning her relations with Keyes. She said that she had lived with him as his wife.

**"War Bread" in Boston  
Sells for 6 Cents a Loaf**

BOSTON, Dec. 11.—Mr. Hoover's "war bread" made its appearance here to-day and went on sale at prices varying from 6 cents to 10 cents for a 16-ounce loaf. The 6-cent loaf is made by a downtown establishment, which declares that by selling for cash and not delivering it can continue to sell bread at 6 cents for a pound loaf and 9 cents for a pound and a half loaf and still make a profit. But this statement caused a growl from other bakers.

Another large bakery started on this morning with a "war loaf" of regulation weight and ingredients at 7 cents, but members of the firm said to-night that it was an experiment and that in a few days they expected to be obliged to charge 8 cents.

## Ain't It a Grand and Glorious Feelin'?

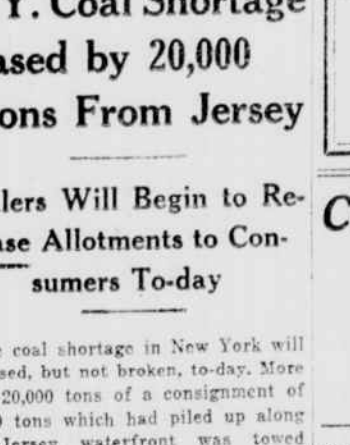
WHEN YOU HAVE 7/4 MINUTES TO MAKE A TRAIN AND HAVE TO WALK 15 BLOCKS TO DO IT



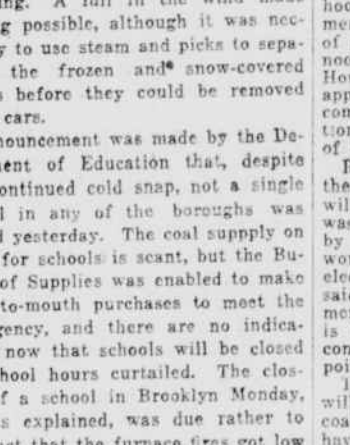
- AND YOU LOOK BACK AND WONDER IF YOU OUGHT TO RETURN



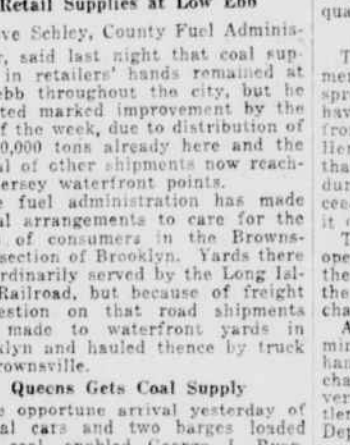
- AND YOU GET NEARLY TO THE STATION YOU REMEMBER THAT WHILE CHANGING YOUR CLOTHES YOU FORGOT TO TRANSFER YOUR MONEY AND YOU HAVEN'T A NICKEL



- AND SUDDENLY YOU PUT YOUR HANDS INTO YOUR POCKETS TO DISCOVER A HALF DOLLAR YOU HAD PUT THERE SOME TIME AGO AND HAD FORGOTTEN ALL ABOUT IT



OH-H-H- BOY!!!



AIN'T IT A GR-R-R-RAND AND GLOR-YUS FEELIN'?



By BRIGGS

THE coal situation had been somewhat relieved. But at nearly every coal mine in Brooklyn, Manhattan and The Bronx there were clamorous lines of people demanding fuel.

L. Corzans & Son, of 113 Eighth Street, Brooklyn, reported that almost amounting to a riot when employees tried to shut a crowd out of the yard.

Coal wagons appeared for the first time for weeks in the East Houston Street section. A. Salomon, a fruit and vegetable dealer of 189 Eldridge Street, managed to get two wagons out. They had not gone a block before they were halted by a crowd of men, women and children, carrying boxes, baskets and buckets. Both wagons were sold out in a few minutes, and buyers paid for the fuel at the rate of 25 cents for about a peck.

One Ludlow Street cellar man refused to sell to any one who could not bring their own containers, and in that section, as well as in the Italian quarter around Bleeker Street, many women used their babies' carriages to transport home enough coal to fill small heating stoves.

Administrators Hard to Reach  
Miss Cook, a neighborhood visitor for the University Settlement, reported twelve families without coal, and she could not buy any for them. An effort to get into touch with Mr. Schley, the New York Fuel Administration, brought the reply that Mr. Schley did not talk over the telephone.

Eggs in many of the East Side shops cost as high as 7 cents each. Chain stores in Grand Street were issuing sugar cards yesterday which entitled old customers to one pound of sugar a week, regardless of the size of the families.

With conditions like these, said Robert Crosby, head worker of the University Settlement, "immediate relief is urgent. We worked hard in the food problem during the city signed cards, not because they had any food to save, but in the belief, based on statements of the Hoover administration, that it was part of a movement to bring down prices."

"If prices are not brought down the consequences will be grave."

**No Reduction in  
War Bread Prices**

New York war bread is still bringing war prices, and there is no indication that these two war products will part company in the near future.

While Federal Food Administrator Williams pointed proudly to the fact that several wholesalers were selling the standardized loaf at 7 and 7 1/2 cents, he was unable to deny that retail prices stayed at 9 and 10 cents in most stores. The sole exception, so far as Mr. Williams knew, was the chain stores of James Butler, Inc., which sold a pound loaf, unwrapped, for 7 cents, and wrapped for 7 1/2 cents.

Mr. Williams said the manufacturers had demanded from four to five weeks of experimentation with the food administration formula for war bread before they could tell just where they stood so far as the cost was concerned. The retailers, he said, would hold a meeting in the Federal Food Board offices next Friday to determine the minimum profit on bread.

Mr. Williams announced that one of his experts had figured that a housewife can make war bread 100 per cent flour at a net cost of 5.8 cents a loaf. This does not take into consideration the cost of the yeast, salt, and other ingredients. War bread 80 per cent flour and 20 per cent oatmeal, he said, would cost 5.4 cents a pound loaf. The war bread formula provides for the use of three pounds of sugar, three pounds of fat and six pounds of skimmed milk for a barrel of flour weighing 196 pounds.

Both Dworkis and Goldberg and Cohen told the Federal Food Board sales and the punishment they had already received through the publicity given their cases. They said they had lost their credit, their customers, and the latter even refused to pay their just bills.

"I have no sympathy with food profiteers," said Mr. Williams.

**Hartford-New York  
Motor Mail Planned**

HARTFORD, Conn., Dec. 11.—The United States government is to use motor vehicles to transfer postal matter, in an effort to relieve the railroads of the burden, says a notice received here calling for bids on such work.

The notice calls for sealed proposals to be received by February 1, 1918, making bids for a motor mail route between New York and Hartford. The cars will go to New York by way of Waterbury, Danbury and White Plains, a distance of 105 miles. The schedule calls for the motor truck to leave Hartford at 5:30 in the morning, reaching New York not later than 3:30 in the afternoon. Cars will leave New York and arrive in Hartford on the same schedule.

These trucks will not only carry mail bags, but the drivers are to be required to sell stamps and receive and deliver registered matter, and also to take care of the registry of mail along the route. The contract for mail delivery until June 30, 1921, the contractors are to be required to furnish bonds of \$20,000.

**Congress Lifting  
Lid on Conduct  
Of the War**

Continued from page 1

each of the 1,000,000 men it is expected to have in France next summer.

At the present estimated rate of output of 7,000 rifles a day, it is estimated that it will take six days to supply completely the drafted army with the number of rifles which European war experience shows to be necessary.

**Machine Guns in Question**

Another matter upon which the Senate will confer is the alleged cancellation of a contract for the manufacture of Lewis machine guns. It is charged that a contract for 40,000 Lewis machine guns was canceled by the War Department after 4,000 had been delivered. It is understood that the army purposes to use another gun, instead of the Lewis, and one, it is charged, which has not yet been submitted to practical battle tests.

While Senators are not disposed to minimize the scope which proposed investigations may take, they nevertheless make plain that they are not disposed to "muckrake" or to make it unduly uncomfortable for the executive departments. As one prominent senator put it to-day, the investigation was merely an attempt to find out how rapidly the War Department was progressing with its preparations.

"We have supplied ample funds, and we want to know how intelligently they are being spent," this senator stated. "Also, we want to know how much the War Department is considering the time element in its preparations, a factor which was recognized as exceedingly important in Secretary Baker's latest review of the military situation."

Many Complaints to Congress  
Members of Congress have received a variety of complaints from their constituents about the food problem and about the lack of clothing at the cantonments. Moreover, many members have been to the cantonments and seen the deficiencies themselves.

The House of the Senate Committee on Military Affairs to inquire into the War Department's operations was unanimous and without partisan tinge. It was arrived at after two hours' discussion of the food administration report. The committee also visited army camps during the recess of Congress. Senators Chamberlain, Wadsworth, Frelinghuysen and others told of conditions observed and reported to them, especially regarding the lack of food in many camps, lack of ordnance and unsatisfactory sanitary conditions.

Transportation of soldiers and reports that they have been crowded into the barracks, and that they are not given contracts for building cantonments and furnishing supplies are other matters on which the investigators will touch.

**Lodge's Investigation**

Senator Lodge's resolution authorizes the Senate Committee on Manufactures, of which Senator Reed is chairman, to prosecute an investigation of the causes of the existing sugar and food shortage.

This action gains its chief significance from the fact that it gives Senator Reed, of Missouri, authority to continue his fight of last session against the food administration. Associated with the Missouri members of the Senate committee are Senators Vardaman and La Follette, both of whom have heretofore been active in disposing of the food administration.

Senator Reed announced to-night that he had called a meeting of the Senate Committee on Manufactures for to-morrow morning to formulate plans for the investigation. He stated that all hearings before the committee would be open to the public.

**Charges Against Fuel Board**

Information before Senators, which resulted in the Lodge resolution to-day, alleges that the food administration has not taken action against sugar hoarding and has permitted exorbitant sugar prices. The charge against the food administration is one of general inefficiency and inability to meet the present fuel needs of the country. The general dissatisfaction with the work of the fuel administration in Senate circles was considerably reinforced to-day by messages reaching the Capitol from various sections of the country reporting acute fuel conditions and much suffering on account of the cold weather.

One leading Senator is investigating information forwarded to him charging irregularities in War Department clothing contracts. Among other allegations made by Mr. Reed is that manufacturers making uniforms for the army are required to sell their cloth clippings to a single firm. This firm in turn resells to another cloth manufacturer, who cuts the scraps into cloth and makes uniforms for the army. It is alleged that these latter two firms are managed by brothers, who have a third brother on an important command of the Council of National Defense.

**News in Brief**

Washington Irving High School students of foreign parentage presented a patriotic pageant of "Forward March" in the school auditorium.

NEWARK, N. J.—Andrew Litvane, a real estate dealer, was shot and dangerously wounded by Mrs. M. Knorr, of 130 East 42nd Street. An argument over how hard eggs should be boiled for breakfast, it is said, had been the cause. The wounded man lived with Mrs. Knorr.

NEW HAVEN, Conn.—The Yale from the average cost of which was \$20,000, will not be held this year because of the war, nor will there be a donor week, although the junior may have informal dances during the winter.

PASSAIC, N. J.—The industrial council of Passaic wool manufacturers has corrected a report that a strikers' strike caused the closing of the city's wool mills. The strikers' places have been filled and no mills have been closed.

The complaint against Rinalta Jovanovich, an actor at the Metropolitan Opera House, who had been charged with the audience which applauded "The Star-Spangled Banner," has been dismissed.

**Expert Fires  
King Pistol in  
Court as Test**

**Experiment Proves Weapon  
Did Not Leave Smudge  
on Victim's Hand**

**Defence Hit Hard  
By New Evidence**

**Mrs. Means on Stand  
Proves Valuable Witness  
for Her Husband**

[Staff Correspondence]  
CONCORD, N. C., Dec. 11.—The little blue-steel pistol which took the life of Mrs. Maude A. King spoke again to-day before the court which is trying Gaston B. Means for the woman's murder, and it supplied evidence which injected new life into the crumbling case of the prosecution. Manipulated by Captain William A. Jones, reserve expert of the New York Police Department, the weapon sent a steel-jacketed bullet, similar to that found in the wealthy widow's brain, into a wad of cotton batting which stopped its flight. With the report which shattered afternoon tranquillity of the town, it brought the townsfolk to the courthouse on a run, came also the complete explosion of a theory advanced by the defence to show that Mrs. King died by her own hand.

This theory was to the effect that smudge or stain found by a local undertaker on the left hand of the woman's lifeless body had been made by root and nail ejected from the side of the revolver when it exploded accidentally in her hand. A profusion of local experts called by Means's lawyers have testified that experiments showed that shot, oil smoke and flame ejected with the empty shell from a .25 Colt automatic pistol every time it is fired.

To offset this testimony Solicitor Hayden Cline and his counsel, Captain Jones, were permitted to make an experiment before the jury, using the gun which killed Mrs. King and a cartridge taken from the box which Means brought immediately prior to the trial. "Target shooting" party, and from which he has testified he loaded the pistol.

**Defence Objects**

The request brought vigorous objection from the defence, which maintained that the conditions of the tragedy night could not be reproduced. Atmospheric conditions, argued E. C. Canaler, of the Means battery, could not be simulated and the condition of the revolver might not be the same.

The state of the barometer, Judge Cline held, was not material. The revolver, it was shown, had been in the possession of Sheriff Caldwell and has not been fired since the tragedy. "Mump" Ritchie, the hand-warmer dealer who sold the weapon to Means, testified that he saw it in the hands of Blackwell Spring, was called in court and required to oil it again just as he had done at Means's direction.

With this accomplished to the satisfaction of the defence, the cotton batting was placed against the cotton wall and the jury left the box as grouped themselves around it. Captain Jones, holding the revolver, ordered it completely with a shot. The paper, the defence declared, was a final objection to "the most irregular proceeding in the history of the state courts," and Judge Cline gave the order to fire.

The bullet struck squarely in the center of the cotton batting, wrapped itself in an encircling mesh of fibre and stopped two feet from the mouth of the pistol. With a magnifying glass the jurors then examined the bullet, the shot and the paper covering the pistol. Both were entirely as stated.

**Exhibit Arouses Interest**

To this evidence Captain Jones added testimony concerning various ranges of a discharged pistol of the same make variety will have powder marks on the barrel and the paper covering the pistol. Both were entirely as stated.

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